



## Southern Cape Old Car Club

Website: [www.scooc.co.za](http://www.scooc.co.za) \* Fax: (086) 626-5210

P.O. Box 1749, George, 6530

### 2014 Committee:

<b>Chairman</b>	Karen van der Merwe	(082) 774-8290
<b>Vice Chairman</b>	Pierre Olivier	(082) 872-6456
<b>Secretary</b>	Krige Bolton	(082) 475-7855
<b>Treasurer</b>	Chris van Staden	(082) 491-5254
<b>Regalia</b>	Mare' Weyers	(082) 845-8916
<b>Young Enthusiast</b>	Andrew Boshoff	(071) 892-3949
<b>Clubhouse</b>	Mare' Weyers	(083) 656-9399
<b>Catering</b>	Mare' Weyers	(082) 845-8916
<b>Events Co-ordinator</b>	Pierre Olivier	(082) 872-6456
<b>Events Assist</b>	Gerhard Hoepfner	(082) 566-2775
<b>Indemnities</b>	Mike Alexander	(082) 495-4780
<b>Membership</b>	Mike Alexander	(082) 495-4780
<b>Dating Officer</b>	Andrew Boshoff	(071) 892-3949
<b>George Old Car Show</b>	Willie van der Merwe	(082) 570-7673
<b>Spanner Magazine</b>	Karen van der Merwe	(082) 774-8290

### COUNTRY REPRESENTATIVES:

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<b>Beaufort West</b>	Brian Zechlin	(023) 414-3542
<b>Heidelberg/ Riversdal</b>	Gawie Breytenbach	(082) 661-6710
<b>Mossel Bay</b>	Kobus Harris	(082) 453-1497
<b>Victoria West/ Loxton</b>	Danie Swart	(082) 857-4003
<b>Insurance (SAVVA / FNB)</b>	Glenn Broadhurst	(087) 736-2222

### SCOCC Banking Details:

<b>Subscriptions</b>	: R100.00 per year, plus a once-off R200.00 joining fee.
<b>Account Name</b>	: Southern Cape Old Car Club
<b>Bank</b>	: ABSA George
<b>Branch Code</b>	: 630114
<b>Account Type</b>	: Cheque
<b>Account Number</b>	: 890 167 551

Regular gatherings are held at the clubhouse "Tipple & Torque" at Glenwood House School, as per the Upcoming Events as listed in this magazine. All visitors are welcome. The opinions expressed in Spanner do not necessarily reflect the views of the club committee, the editor, club members, officers of SAVVA or advertisers in this magazine.

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## Message from the Chair

Hello Everyone,

These past two months have been extremely busy and you've all certainly had a selection of really amazing events to choose from. Pierre Olivier has certainly kept us busy. A big thank you must also go to Gawie Breytenbach, country representative for the Heidelberg/ Riversdale area for organising a couple of treats for us recently, namely the Gin Proe and then the Visete in Witsand. Gawie is also responsible for the lunch in Barrydale that will be coming up later on in the year so watch out for an email for further information.

I always maintain that a club is only as solid as it's members and without your involvement, we won't have a club. I therefore urge all of you to please get more involved in the various events and happenings that are going on. Get to know your fellow members so that we can all share in your particular knowledge. We all have nuggets of wonderful information stored away in our memories, whether this is how to strip and re-assemble a Kingston 5-ball carburettor that fits a veteran Model T Ford, or who the best guy is to handle that re-chroming job that you desperately need, or simply stories of time gone by and the die hard enthusiasts from those days who were instrumental in ensuring that our hobby would stand the test of time.

Therefore, if any of you have any suggestions for improvements to the club and it's happenings, please feel free to chat to a committee member. We are always looking for ways in which to improve your membership experience and any suggestions are most welcome.

By the time that you read this, the first meeting of the 2015 Old Car Show organising committee would have already taken place. I would like to urge all of you to please come forward and offer whatever assistance you can. Believe it or not, but we've already had confirmation from the Citroen car club that they will be attending next year and requesting that we please reserve them a space for all the vehicles that they will be bringing. It just reconfirms the fact that this show is considered one of the better ones in the country thanks to the hard work of the show committee and as such, we as members should be proud and all contribute towards it in whatever shape or form we are able to.

Take care till next time,

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## Upcoming Events

Please take note that the Country Opskop originally scheduled for 2nd August has been moved forward to the 8th November

**10 Augustus 2014 – Casino Ete** Kom ons trakteer weer die dames op 'n heerlike middag ete ter viering van Nasionale Vrouedag. **Bespreking noodsaaklik:** Kontak Pierre Olivier voor 5 Augustus 2014, by (082) 872-6456, om plek te bespreek. R120.00pp. Ons vertrek 11:00 vanaf die Checkers parkeerarea regoor die P.W.Botha Kollege in Yorkstraat.

**31 Augustus 2014 – Bonnets Up** vanaf 12:00 by die klubhuis. Bring jou ete of kom braai en verkeer gesellig saam met ons vir die middag.

**7th September - Mercedes Benz Club Snoek Braai** - Join us at De Bakke in Mossel Bay by invitation from the Mercedes Benz Club of SA for a Snoek Braai. Cost is R70.00 per person with proceeds going to charity. Do not miss this outing, it's terrific fun and the Snoek is amazing. Please RSVP to Pierre (082) 872-6456 before 31 August.

**20th September - SAVVA AGM.** in Johannesburg.

**21st September - Modderfontein Swop Meet** at the Piston Ring Club in Johannesburg.

**September 24th - 28th - Liquorland Erfenis Toer.**

**28th September - NO BONNETS UP.**

**11th October - Lunch in Barrydale.** Those of you who wish to join us for longer than just the lunch, please get hold of Mare' Weyers in order to arrange accommodation. We are planning on sleeping over on the Friday and Saturday nights.

**19th October - Braai at Kobus Halliday's house in Klein Brak.**

If you need any further information regarding any event, please call Pierre Olivier on (082) 872-6456. Events are also constantly updated on the web site: [www.scooc.co.za](http://www.scooc.co.za)

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# 1903 - 1979 Lowveld Classic Ford Day

*Sunday 31 August 2014*

**Venue: I'langa Mall - Nelspruit**  
**Show opens at 9:00**

All Fords are welcome, from garage finds to mint condition.

For more info contact Leon: 082 401 4066 | Hulley: 082 800 2085

Registration forms - email: [joycomley@gmail.com](mailto:joycomley@gmail.com)



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## Birthdays

AUGUST	
Deon Kruger	1st August
Koos Botha	3rd August
George Nel	4th August
Waldo Botha	5th August
Ronel Jacobs	5th August
Jannie Erasmus	5th August
Reinette Mattheus	6th August
Kobus Swanepoel	7th August
Tilly Olivier	8th August
Bernus Oosthuizen	8th August
Anita Van der Walt	10th August
Dennis Skorpen	12th August
Danie Swart	13th August
Rolf Bernhardt	14th August
Johan Lund	15th August
Jollie Oosthuizen	16th August
James Ackhurst	16th August
Abrie Olivier	17th August
Maré Weyers	17th August
Drikus Swart	17th August
Enrico Iacopini	18th August
Marlise Steenekamp	18th August
Joan Carstens	21st August
Hilda Botes	21st August
Manie Smith	22nd August
Egmond Coetzee	23rd August
Susan Erskine	24th August
Frederick Kunz	27th August
Bertha Laubscher	27th August
Brian Zechlin	28th August
Kobus Halliday	29th August
Japie van Rooyen	29th August
Laurette Smit	29th August
Johan Lötter	29th August
Hugo van Dyk	29th August
Jim Jackson	30th August
SEPTEMBER	
Pieter Lourens	1st September
John Forman	2nd September
Wendy Rademeyer	2nd September

Delahvonne Veldtman	4th September
Marina Boshoff	7th September
Tom vd Vyver	8th September
Alma van Tonder	9th September
Ockert van der Berg	10th September
Lisa-Mari van der Berg	10th September
Bonita Mellon	11th September
Jan Barnard	12th September
Paul Fick	12th September
Rina Steenkamp	13th September
Wilna Lourens	14th September
George Marx	15th September
Bernhard Meyer	15th September
Andre Fourie	16th September
Jan Wright	16th September
Jan Potgieter	16th September
Serita Swart	16th September
Robbie Hewetson	16th September
Linda Kleinhans	16th September
Rudolph Greyvenstein	17th September
Geoff Sturges	18th September
Pieter Lund	19th September
Hennie Rall	19th September
Brian Gordon-Hogg	20th September
Helgard Meyer	20th September
Marietta Lourens	21st September
Mike Cheminais	21st September
Marie van der Merwe	21st September
Walter Fivaz	22nd September
Otto Reinecke	22nd September
Marianne Kritzinger	22nd September
Simone' Kasselmann	22nd September
Kobus Botha	23rd September
Graham Davies	23rd September
Carel Smit	23rd September
Frank Erskine	23rd September
Gerhard Hoepfner	26th September
Elsie Jacobson	26th September
Niel Moolman	27th September
Reho Le Riche	28th September
Rina Durandt	30th September

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## Wel en Weë

- To all of you who are or have been suffering through the usual winter coughs and colds, we wish you a speedy recovery. A Vicks chest rub and a hot toddy should have you feeling better in no time soon.
- Mel Wake has recently undergone surgery on his leg. Hopefully this will result in pain free walking. Also, Margery hasn't been well at all and will shortly be heading to Cape Town for groin surgery. We wish them both a speedy recovery.
- Veronica Jute was at the Sop en Brood Aand and it was lovely to finally see her again after her recent trials and tribulations with double surgeries and infections. We hope that it's all uphill from here Veronica.
- Cronje Hanekom has also been having a hard time lately with his emphysema. Our thoughts and prayers are with you Cronje'. We wish you strength and wellness.
- On 11th June Freddie Rheeder died of cancer. For 15 years he played on Saturday nights with Allen Green and his band at our annual car show. He and his talent to play the Banjo and guitar will be missed. Our deepest sympathies go out to his family.
- A former member of the SCOCC Jan Ellis, lost his daughter Janine, after a long illness. Our sincerest condolences to Jan and his family on their loss.
- Jollie Oosthuizen passed away on 3rd July. Our deepest sympathies go out to his family and friends.
- Philip and Rosita Kuschke celebrated their 32nd wedding anniversary on 10th July. Congratulations you two.
- At Weyers has accepted a 3 month work project in Indonesia. We wish him well and also wish Mare' a very peaceful three months in his absence!!

*If you know of someone who is unwell or who is perhaps going through a rough patch, or if someone has happy news, please let me know so that I can announce it in the newsletters and members can then contact or visit them. - spanner@scocc.co.za.*



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## New Members

**A VERY BIG SCOCC WELCOME TO THE FOLLOWING MEMBERS THAT HAVE JOINED OUR RANKS SINCE THE LAST SPANNER. MAY YOU SPEND MANY HAPPY HOURS AND MILES TOGETHER WITH US.**

- # 598 - Ali van Jaarsveld from Sandton has tossed in the towel and joined us. Ali is slowly mastering how to drive each car in Kobus' stable, starting with the 1901 curved dash Oldsmobile that she drove on the 2012 Veteran Tour and then recently the Model S Ford that she drove on the Diamond Jubilee Run in Durban. She'll also be joining us on the Erfenis Toer a little later in the year.
- # 599 - Ferdi and Lizelle Scheepers from Hartenbos who own a 1963 Datsun Bluebird.
- # 600 - Roy Kruger from Genevafontein in Georhe who owns a 1936 Chevrolet Sedan-Std.

## Freddie Rheeder

In Liefdevolle Herinnering aan  
Freddy Rheeder



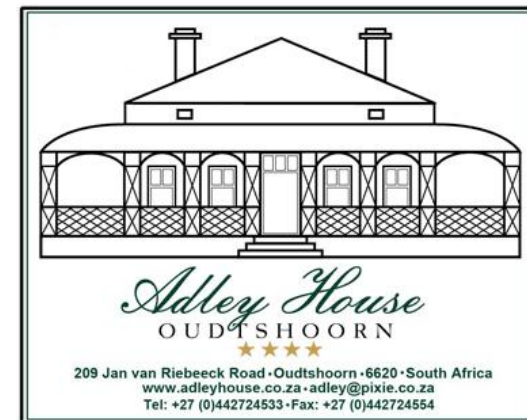
6/10/1935 - 11/06/2014

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## Jollie Oosthuizen



Jollie a couple of months back at the Hoekwil motor show.



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## Sop en Brood Aand

What a tremendous evening the Sop en Brood Aand on the Youth Day Monday evening turned out to be. We had a terrific turnout of 51 members including some new "old" faces that we haven't seen in quite a while. Kudos to Gawie and Lettie Breytenbach for driving all the way from Heidelberg to support us - I love your spirit. Philip Kuschke braved the cold by arriving in his Model T and the Old Brown Sherry that awaited everyone got the evening well and truly kicked off. Thanks to all of our local sop and brood makers. The spread was delicious and a big thank you also to everyone else who joined in to make the evening the success that it was.



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## Visete by Witsand

Deur Pierre Olivier

Gelukkig het die weer saamgespeel met ons uitstappie, en het ons nie baie reën gekry nie. Ek wil ook net vir Gawie Breytenbach, ons man in Heidelberg gelukwens en baie dankie se vir al sy reulings. Van die koffie stop tot die aanwysings borde wat al 5:00 die oggend gemaak is en by die afdraaie opgerig is. Na die koffie is die laaste skof van die tog aangepak na Witsand. By die restaurant aangekom was daar 'n total van twee en dertig mense wat in ontspanne atmosfeer 'n uitstekende seekos ete geniet het. Aan Mary en John Foreman, baie dankie jul poging om by ons aan te sluit al die pad van Montagu. Nuwe lede Marlise en Rohan Steenekamp met hul pragtige Porche was ook saam op hul eerste uitstappie.



Die Restaurant



Die Aanwysers

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Dawie Koch se 1936 Vauxhall nog oorspronklik



Rohan Steenekamp se 1964 Porche 356c

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**Vintage Cars**  
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📞: 4080198254

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## Fire Engine Fix-Up



How many of you knew that the club is the proud owner of a very funky fire engine?? Thanks to Rudy Knuppe, this sassy lady has recently had a much needed face lift due to the build up of dry rot in the bodywork and roof sections over the years as well as a bit of unfortunate damage to the body and paintwork. Rudy has done a really terrific job of sprucing her up yet still maintaining the patina that comes with age and which one doesn't necessarily want to lose through a thorough restoration.

Thanks to Jack Boshoff and his crew who climbed in to assist with blocked fuel lines, a dodgy fuel pump and leaking front brakes amongst a few other mechanical woes, she is now once again able to get around under her own steam. Interestingly enough, green paint was found under sections of beading which would suggest that prior to becoming a municipality fire engine, this old lady was originally used as some sort of military fire truck and as such, I'm sure that she has many tales to tell.

We will shortly be announcing the date for a Saturday work party that will take place so that those of you who are willing and able to help us, can join us for a day of woodworking when we all get stuck into repairing the old wooden section on the roof that needs

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replacement. This should be a load of fun because we'll also combine it with a braai to be enjoyed after the work is done. Watch this space for further information in this regard.

She will shortly be on permanent display at the Railway Museum so if any of you wish to pay her a visit and whisper in her ear that she really is a sexy beast, please feel free to do so.

## Garage Aand at Danie Schmidt



Many thanks to Danie, Karen and Casper Schmidt for their amazing hospitality during the wonderful garage evening that was recently held at their small holding in Sedgefield. We had a terrific turnout with members driving from as far afield as Mossel Bay to be with us. Danie gave us an interesting demonstration on how to grind yellow corn into maize meal - assuming of course that you had the tractor and belt driven gizmo to attach to the corn grinder.

I was amazed at just how many stationary engines Danie has managed to gather over the years, each with it's own story on where it was found and how and what wangling went into successfully parting it

from it's previous owner. The evening was rounded off with wors rolls, chocolate brownies and coffee and the opportunity to enjoy each other's company yet again. Thanks to all of you who braved the cold to come out and join us.



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## Annual Potjiekos

Sunday 20th July dawned really early for those involved with the preparation of the annual potjie which was this year once again held at Kosie & Johanna Lamprechts farm, Mooiplaas, just outside Blanco. Kobus Harris, Mike Alexander, Jack Boshoff and Pierre Fourie rolled up their sleeves and got stuck into the veggie peeling, cutting, slicing, dicing and spicing that is all so important to the ultimate result of a pot this special. Ster Anis, of nie? Indien wel, hoveel, nee dis teveel!! Nee boet, geen Gemmer in my pot nie en asseblief hou op met die kruinaeltjies!!



Kosie kindly cleared all of his cars that are normally housed in the main section of his museum and squeezed them into other areas so that Pierre and Tilly Olivier and their team of helpers could work till late on the Friday afternoon setting out and decorating the tables which looked amazing.

There was a lovely turnout of 128 members and visitors, including a contingent from the Mercedes Benz Club of South Africa. It's always nice when our two clubs get together for a social. Andrew Boshoff talked me into driving the club's fire engine to the farm so that it could be on display. Shannon and I arrived in clouds of smoke, barely able to breathe, never mind see where we were going through the belching that was erupting

from the engine between the two front seats, and I'm not even going to mention the clashing and grating of gears as it would appear that she has a mind of her own when it comes to gear selection.

Alan Green serenaded us with background music while everyone tucked into the food which was then followed off with a selection of delicious hot puddings provided by Tannie Wenda's team. "Dik gevreet" doesn't begin to describe it. Akker, your Apricot witblits horing special was exceptional!! A big thanks to everyone involved for once again making this a very successful event. I'm quite sure that I'm not alone when I say that I thoroughly enjoyed myself and I'm sure that everyone else did as well.

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Huge thanks to the following people; Kosie and Johanna Lamprecht, Kobus Harris, Jack Boshoff, Mike Alexander Pierre and Tilly Olivier, Alet Lingenfelder, Mare' Weyers, Pierre Conradie, Danie Terblanche, Peet Botha, Jurgens and Joey Fourie, Pierre Fourie, Andrew Boshoff, Gerhard Hoepfner, Alan Green, and of course Tannie Wenda Vermeulen and the team of pudding bakers.





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## 2015 George Old Car Show



It's hard to believe that preparations are already underway on the 2015 George Old Car Show because it feels as though we've just packed everything away from the last one. Willie van der Merwe has offered to step into Phillip Rosser's shoes and to take over as the show co-ordinator. As someone completely new to this, he is going to need all the assistance that members can offer him. I would therefore like to request that everyone who is willing to assist on next year's show committee, please give me a call or send me an email to confirm your participation.

## Out & About



Jan Du Rand van Storms Rivier, seker die grootste Elvis-aanhanger, gesien by die onlangse Elvis in die bos fees by Tsitsikamma. Gee gas Elvis..... errr Jan.

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Met die aanvang van die derde Erfenistoer waarvan die eerste een se hoofborg, Exite Computers was en die res van die toere sover geborg is deur Liquorland, kan ons in alle eerlikheid sê dat hierdie toer inskrywings lok van regoor Suid Afrika met van die oudste motors waarvan jy net kan droom. Die vorige jare was die oudste motor inskrywing, en sekerlik een van die mooiste in die land 'n 1911 model T- Ford van Karen van der Merwe. Hierdie jaar is die bordjies so n bietjie verhang maar alhoewel dit weer 'n Ford is, is dit vanjaar 'n 1907 model S-Ford van Ali van Jaarsveld. Ek dink ook nie dat daar nog baie van hulle in omloop is nie. Die feit van die saak is dat op al die toere die oudste motors tot dusver deur dames bestuur en besit was.

Daar is vanjaar weer 'n groot verskeidenheid fabrikate wat ingeskryf het soos:- Fordjies model T en S - Morris Minor's, M/Benz Ponton's - Chevy's, Dickyseat, Impala, Caprice, Firenza - Porsche's Targa,356c – DKW – Valiant –Volvo Studebaker - BMW en 'n Plymouth, wie kan hulle nog onthou? In totaal 'n groep van 25 motors, almal wat voor 31 Desember 1975 vervaardig was. Inskrywings is so ver as Johannesburg, Harrysmith, Oos-London en Kaapstad ontvang.

Ons het vanjaar 'n liefdadigheids organisasie benoem wat kos voorsien aan bejaarde burgers in ons dorp naamlik Meals on Wheels. Ek vra almal se ondersteuning en bydraes, want hulle het 'n behoefte aan 'n yskas en ons gaan poog om aan hulle 'n yskas te skenk. Enige iemand wat 'n skenking wil maak kan Pierre Olivier kontak by (082) 872-6456.

Ondersteun asb ons borge wat die toer moontlik maak.



Hier is die twee oudste motors wat op toer gaan wees.



Die 1907 Model S Ford van Ali van Jaarsveld



Die 1911 Model T Ford van Karen van der Merwe

# Van Moelikheid se Bluebird

Deur Charles van Zyl

Ou van Moelikheid is in Duitsland gebore. Sy regte naam was iets soos Von Moglicheit as ek reg onthou. Almal het egter na hom verwys as Van Moelikheid want dit was 'n gepaste beskrywing. Hy was 'n moeilike persoon om mee oor die wegtekem. Sy voertuig was 'n helder blou 1926 Chevrolet met 'n swart seilkap. Mense het na die motor verwys as Van Moelikheid se "Bluebird" .

Hy het op 'n plaas naby Ladismith geboer. Op die plaas was daar 'n fontein wat genoeg water vir 'n klompie beeste en skape gelewer het maar nie vir enige besproeiing nie. Sy beroep was eintlik spekulant in beeste en kleinvee en as sakeman was hy ongenaakbaar en moeilik. As kind onthou ek nog hoe my ouers altyd reageer het wanneer hulle die Bluebird sien aankom. "O daar kom ou Van Moelikheid alweer". Ek sal nie verbaas wees as my pa nie soms 'n bees of twee aan hom verkoop het net om van hom ontslae te raak nie.

Nie net by my ouers nie maar ook by ander plase in die distrik het die Bluebird gereeld sy verskyning gemaak. Sels plase in aangrensende distrikte is besoek. Op 'n dag het Van Moelikheid oor die Swartberg Pas na Prince Albert gery. Met die terugreis het hy 'n korter pad na Seweweekspoort gekies. Vandag bestaan daardie pad nie meer nie want die Gamka Dam is by Bosluiskloof gebou en 'n gedeelte van die ou pad is nou onder water.

Die Bluebird het goed geloop tot by die Bosluiskloof bergpas. Hierdie bergpas was ontsettend steil en somer heel onder in die pas het die Bluebird se koppelaar uitgebrand. Van Moelikheid het sy motor net daar gelaat en hy het oor die bergpas gestap tot by die naaste plaas by Seweweekspoort waar hy om hulp gevra het. Die plaasboer het sy donkies ingespan en met sy touleier vooraan is hulle terug oor die Bosluiskloof bergpas tot waar die Bluebird gestaan het.

Daar gekom, ontdek hulle toe dat hulle nie kettings, toue of rieme saamgebring het om die Bluebird aan nie span donkies te koppel nie. Die plaasboer kry toe 'n rooi rubber binneband onder die agtersitplek van die Bluebird. Hy neem die binneband en haak dit om die voor buffer van die motor. Die ander end knoop hy aan die span donkies se trekking vas.

Met die touleier voor die donkies en Van Moelikheid agter die Bluebird se stuurwiel het die plaasboer die sweep geklap en daar gaan die span donkies. Maar die Bluebird beweeg nie. Die binneband was soos 'n voelrek uitgereik. "Hokaai" se die boer en so word die hele span donkies temg gesleep tot teenaan die Bluebird se voorste buffer.

Laat daardie nag het hulle die Bluebird oor die bergpas gesleep nadat die touleier 'n trekking op die plaas gaan haal het. Sal vandag se swart plastiek binnebande sulke behandeling kan verduur ? Ek glo nie.

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# Did You Know?

Automobiles made between 1928 and 1942

Thanks to Tony Durandt

DKW cars were made from 1928 until 1966, apart from an interruption caused by war. DKWs always used two-stroke engines, reflecting the company's position by the end of the 1920's as the world's largest producer of motorcycles. The first DKW car, the small and rather crude Type P, emerged on 7 May 1928 and the model continued to be built at the company's Spandau (Berlin) plant, first as a roadster and later as a stylish, if basic, sports car, until 1931.

More significant was a series of inexpensive cars built 300 km to the south in Zwickau in the plant acquired by the company's owner in 1928 when he became the majority owner in Audi Werke AG. Models F1 to F8 (F for Front) were built between 1931 and 1942, with successor models reappearing after the end of the war in 1945, They were the first volume production cars in Europe with front wheel drive, and were powered by transversely mounted two-cylinder two-stroke engines.

Displacement was 584 or 692cc: claimed maximum power was initially 15 PS, and from 1931 a choice between 18 or 20 hp (15 kW). These motors had a generator that doubled as a starter, mounted directly on the crankshaft, known as a Dynastart. DKWs from Zwickau notched up approximately 218,000 units between 1931 and 1942.

Most cars were sold on the home market and over 85% of DKWs produced in the 1930's were little F series cars: DKW reached second place in German sales by 1934 and stayed there, accounting for 189,369 of the cars sold between 1931 and 1938, more than 16% of the market.

Between 1929 and 1940 DKW produced a less well remembered but technically intriguing series of rear-wheel drive cars called (among other names) *Schwebeklasse* and *Sonderklasse* with two-stroke V4 engines. Engine displacement was 1,000cc and later 1,100cc. The engines had two extra cylinders for forced induction, so they appeared like V6 engines but without spark plugs on the front cylinder pair.

In 1939 DKW made a prototype with the first three-cylinder engine, with a displacement of 900cc and producing 30 hp (22 kW). With a streamlined body, the car could run at 115 km/h. It was put into production after World War II, first as an Industrieverband (IFA) F9 (later Wartburg) in Zwickau, East Germany, and shortly afterwards in DKW-form from Dusseldorf as the 3=6 or F91.

DKW engines were used as Saab as a model for the Saab two-stroke in its Saab 92 car manufacturing venture in 1947.

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**Liquorland - once again title sponsors of the Liquorland Erfenis Toer.**

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## Alec Issigonis and the History of the Morris Minor

There is only one other car on British roads today which is as familiar as the Morris Minor, and that's the Mini. That both were designed by the same man is no coincidence, and indeed Sir Alec Issigonis is one of the very few car designers whose name is recognised by the man or woman in the street and not just by enthusiasts or fellow engineers.



The products of Sir Alec's genius have had a profound and highly beneficial influence on the British motor industry, so it is hardly surprising that it is his first car, the Morris Minor of 1948, which has become the subject of this proposal for a long-life car.

The beginnings of the Morris Minor can be traced back to 1942, with the first prototype appearing in the experimental workshops at Cowley early in 1943-by which time it could be determined that the war would eventually be won, and that a new small car for the peace would be needed, to replace the Series E Morris. Its design had been placed in the hands of the young Alec Issigonis by Nuffield Organisation Vice- Chairman Miles Thomas, who

had been quick to perceive an exceptional talent.

The car which gradually emerged from Issigonis's sketch-pad and from engineering drawings prepared by his two right-hand men Jack Daniels and Reg Job, was by the standards of the nineteen-forties unconventional to say the least. Gone were separate running boards and wings, replaced by a highly modern unitary body shell which dispensed with a chassis frame and which displayed advanced Transatlantic styling features never seen before on British cars. Additionally, Issigonis had specified uniquely small wheels for the new car, two or even three inches less in diameter than the average, giving it more of a 'big-car' look and doing much to enhance its proportions generally.

Underneath the skin, the new Morris was similarly up to the minute. First and foremost, Issigonis sited the engine right over the front wheels instead of well behind them, much investigation and experimentation having proved that the weight of the engine in this position dramatically improved the stability and controllability of a car. The front wheels themselves were given an advanced torsion-bar independent suspension, which combined with the rigidity of the unitary construction body, gave a standard of ride comfort such as had never been experienced in a small British car before. About the only dated aspect of the Minor when it was announced at the 1948 London Motor Show was the engine, a very

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orthodox 917cc side-valve unit derived from the Series E Morris Eight and first seen in 1934. Issigonis had hoped to use an all-new 'flat-four' engine but this didn't prove practical, within the deadlines and budget set by Morris Motors, for production use. Maybe it was as well, because the well-proven Morris Eight engine served to give the new Minor an immense degree of reliability from the very start, lacking teething-troubles as it did.



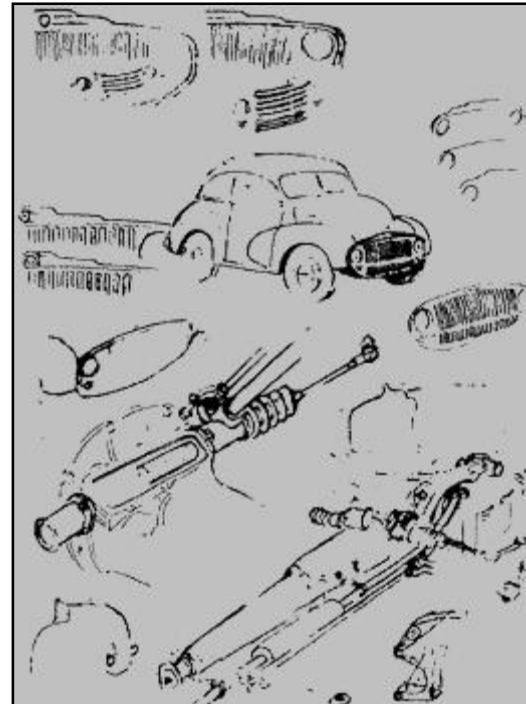
The Minor was certainly a 'new generation' of small car. Not very fast (the side-valve Series MM could just about manage 62 mph), everyone who drove the new Morris quickly discovered that its sure-footedness and light, rack-and-

pinion steering (another innovation for a small car) made it a delight to drive. Other cars felt clumsy and unresponsive by comparison, and Minor owners were soon having fun leaving far more powerful (and ostensibly sporting) cars behind on twisty roads.

Eventually, the old engine was pensioned off, replaced during 1952 by the famous 'A' series engine, initially in 803cc form-its use being made possible by the merger of Austin and Morris to form the British Motor Corporation at the end of 1951. The 'Series II' Minor was announced in July 1952; apart from the power unit, little else was changed.

Then, after a face-lift for 1955, when a slatted grille replaced the mesh-type and the speedometer took up its position in the middle of the dash, the beloved Minor 1000 arrived in October 1956. Gone was the split screen, but much more important was the new 948cc version of the A-series engine. This 'made' the car, which up until then had definitely suffered from a lack of pep, only its nimble handling allowing it to maintain high average speeds. The extra power was even more appreciated abroad, particularly the United States where the additional urge made entering freeways that much less hazardous. In fact, U.S.A. sales peaked in 1959 with a total for that year of 14,991.

A further landmark came as 1961 approached-the millionth Morris Minor was completed, becoming the first British car ever to achieve this production figure. A commemorative batch of 349 replicas were produced, finished in a strangely garish shade of purple and with white upholstery. Quite a few of these special models (which were otherwise standard) still survive.



The final large-scale technical improvement for the Minor came in October 1962 when the 1098cc car was announced, the extra capacity being accompanied by a new baulk ring gearbox and a much-needed higher final drive ratio. This more than enabled the Minor to keep its place in the small/medium car performance tables and it continued to be a firm favourite with both fleet managers and families.

But the Minor was not immune from fashion and progress. Inevitably, its market share attacked by such as the new Austin/Morris 1100 (also from Issigonis's drawing board) and later the Ford Escort. Sales declined and although not axed when British Leyland was formed in 1968, the convertible was phased out in 1969, the two and

four door saloons in 1970, and finally, the popular Traveller version in 1971. The 'light commercial' variants (van and pick-up) met the same fate, and the end of an era in British motoring had come.

These are the facts behind the Morris Minor; but they hardly explain all of the car's appeal to so many people, an appeal which if anything is growing. To many owners, the Morris Minor is more than a car-it is a familiar, dependable friend that does everything asked of it, and for astonishingly little in return by way of running costs. It is very simple, so there is not much to go wrong, the components used in its construction have been tried and tested over many years of production. So, there are few known weaknesses because the car pre-dates the sealed-for-life approach, most of these components can be lubricated and thus have extended lives. And when something finally does wear out, the chances are that just a bush or a bearing can be replaced, and not the whole unit as with many modern vehicles.

Of course, some people drive old cars for fun, and treat the obvious deficiencies of the machinery as being all part of the game. But apart from the owners of the very early Minors, the slow old side-valve MM's, those with Morris 1000s particularly do not regard their cars as being mobile museum pieces, but consider them to be entirely practical for the new millennium. This is another factor which sets the Minor apart from other old cars designed in the 'forties-thanks to the perception of Sir Alec Issigonis, the Morris Minor has few of the drawbacks of cars dating back to this period. Unlike many of its contemporaries,

it has light steering and still-pleasant road manners, it has well-planned accommodation inside, and lacks the thick, ugly door and windscreen pillars that were all too often a hallmark of the early 'fifties.

Add to this the economy of running, an excellent parts situation, and the inherent reliability of the car, and you can see why the Morris Minor remains a favourite with both old and young—from the retired couple with the last car they will ever buy, or the 17-year-old with her first car. For them, it does everything that is required of it. The Morris Minor is a phenomenon, and it deserves to continue its useful role, consuming little in the way of fuel or materials, and giving a great deal in return.




**Jannie Stander  
Boerdery**

TEL. NO.:- 083 6276794

ALMAL WAT EET HET N PLIG TEENOOR LANDBOU

When people ask me why I don't have any tattoos I ask them "Would you put a bumper sticker on a Ferrari?"



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## Membership Fees



Just a reminder to all of you who received an invoice for 2014/2015 membership fees in your June Spanner envelope, to please settle your account and to those of you who have since paid, a hearty Thank You!! When paying, please use your membership number as the reference. Please also note that if your fees remain unpaid, your membership will be suspended and you will no longer receive your Spanner magazine.

You will find the club bank account details on page 1 of this magazine as well as on the club website: [www.scooc.co.za](http://www.scooc.co.za).



Lamprecht

*The  
Lamprecht  
Motor Museum*



George

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# Technical Tip # 87

## 6 - 12 volt conversions

Many articles have been written regarding the advantages /disadvantages of converting early cars from 6 to 12 volts, including a few SAVVA Technical Tips. This article was written by auto-electrician Len Ward who is a member of the Crankhandle Club in Cape Town. Len is an expert with early car electrics and has summed up the situation of whether or not to convert and we agree with him all the way.

Thank you Len.

“Firstly it must be remembered that 16-cylinder Cadillac’s and Marmon’s and 12-cylinder Lincolns would start in winter in Chicago and Winnipeg and in summer in Miami so there was no lack of cranking power. So if your 6-cylinder Dodge won’t start in Cape Town, there is something wrong. The most common cause of weak starting is old battery cables where the lugs were crimped onto the ends some 60 to 80 years ago and corrosion inside the lug has caused a minute amount of resistance. It only needs one fiftieth of an ohm to require 5 volts to push 100 amps through such a joint leaving only 1 volt to drive the starter. It just won’t work.

Another point of resistance is corrosion between the earth cable and lug on the chassis. Also if the starter has been abused with difficult starts in past years, the armature has probably “thrown lead” (= melted the soldered joints around the commutator) and has short circuits in it and the field windings may have shorts between turns or to earth. In this case converting to 12 volts will work for a while and then burn out the starter.

I don’t like subjecting 6 volt starters to 12 volts. If you have a pre-engaged starter - either by pedal or solenoid - it should be okay, but if your starter is of the inertia engaged type without a nose cone to support the pinion end of the shaft, the shaft can be bent by the now furious impact of the pinion with the ring gear. I have also seen sections of teeth chopped off the ring gear. I have seen it all and got the t-shirt.

So, what caused the motor industry to eventually drop 6 volts and concentrate on 12 volts? First let’s go back in history. The last 12 volt American car in the old days was the Franklin in 1922. Then they decided to standardise with the rest of the industry on 6 volts. Then in 1932 when Henry Ford produced his high revving V8, the spark intensity began to weaken from 2000 rpm until at 3000 rpm there was not enough voltage to keep the engine going.

So, what causes this? Now when the points close, the current in the coil primary winding takes about 8 milliseconds to build up to its maximum, owing to the natural inductance in a coil. Thus, if you have 8 cylinders doing 3000 rpm, the coil must produce 12000 sparks per minute or 200 sparks per second or 1 spark every 5 milliseconds.

Since the points can only stay closed for half that time, there is just no way that the coil has the time to generate a decent spark. So Henry’s boys found that if they used a coil with a primary winding of very low impedance (a combination of resistance and inductance) they would get spark at high revs, but this coil drew more current than the points could switch, - they just got chowed. Then putting a resistor of about 0, 8 ohms in series with the coil reduced the current to about 3.5 amps which the points can handle. (Why that is called “ballast “resistor, I don’t know.) So a low impedance coil with a ballast resistor can get you sparks at high revs, but there is a limit.

So what caused the industry particular in the USA to go for 12 volts?

The answer is the horsepower race of the early 50’s. For high power you need two things: cylinders and revs. It is a fact that the build-up time for the current in primary winding of a coil at 12 volts is much shorter than for a 6 volt coil. So with V8’s now doing 4500 rpm they just HAD to go to 12 volts. Ford held out on 6 volts through 1956. As an inside, some of you may remember the BRM racer of 1951 with 16 cylinders. It produced 600 horsepower at 12000 revs - they had to resort to 4 coils and 4 distributors!

Converting to 12 volts - If you decide to convert your vehicle to 12 volts, you can keep your 6 volt coil if you put a resistor of 1, 4 to 1, 6 ohms in series with it or you can just fit a 12 volt coil. So why did a number of modern (pre-electronic) cars have ballast resistors? Take a well-known typical example of the Nissan 1400 pick-up: this was for more certain starting. While the starter is cranking the engine the battery voltage usually drops to about 9 volts with a consequent weakening of the spark. So there is a “cold start contact” on the starter solenoid which by-passes the ballast resistor giving the 9 volts of the battery to the 9 volt coil so that there is no loss of spark during cranking. So in conclusion, if you have a V8 and you want to do 6250 rpm with points, you will need a special low impedance coil with a suitable ballast resistor, but these days ignition can be more effectively handled by an electronic system. In fact, most modern V6’s and V8’s have a coil for each cylinder. No problem.

Generators - Some guys just leave the 6 volt third brush generator in circuit to work on 12 volts. Yes, this will work for a while, but I reckon if you do a long trip the field windings will probably burn out. A 6 volt generator can be rewound for 12 volts. A sort of general rule is that both the armature and the field windings will need about one and a half times the number of turns required for 6 volts. It may just be easier to fit a 12 volt generator and a regulator, but be careful here, ask a specialist before trying to make a mixed marriage between Bosch and Lucas. Most American (not all) and European generators work the opposite way round to British ones.

Alternators - It is said that alternators give performance superior to generators. Hang on, it’s not that simple. Firstly, from a given occupied space, an alternator will give more output and all modern alternators have built-in regulators, which simplifies the wiring. The main advantage of an alternator, however, is that there is almost no limit to its rotational speed, whereas if a generator is turned too fast, centrifugal force will fling the windings

out of the alternator slots and/or burst the commutator. Therefore an alternator can be fitted with a pulley half or quarter the size of the crankshaft pulley so that it can turn fast enough at idling speed to generate enough current to supply lights, fans, rear window demister and wipers, which is important in modern day traffic, but an alternator looks really out of place on a vintage engine. I once saw a 1929 Model A Ford in America with a 6 volt alternator. Ugly!

**Bulbs** - All the 6 volt bulbs are available - if not from your local Midas outlet. All the old headlight bulbs are available in 6 volt halogen. I don't keep them in stock because they're expensive and demand is minimal. Since it is highly unlikely that you will use your 1936 Morris 8 or 1938 Chevrolet to regularly commute between Laingsburg and Beaufort West on moonless nights at 180 km/h, you won't need them. If you can't see around town at night, for heaven's sake get your headlight reflectors re-plated. Don't chrome them, chromium reflects very poorly. Silver gives the best reflection, aluminium is the next best - all modern cars use it and make sure the bulb filaments are on the focal points of the reflectors.

On a 6 volt car it is important to ensure that the lamp holders are properly earthed. Solder a wire on to the lamp holder or reflector and take it down onto the chassis or even back to the battery ground terminal. If you still can't see, then you MUST STOP driving at night.

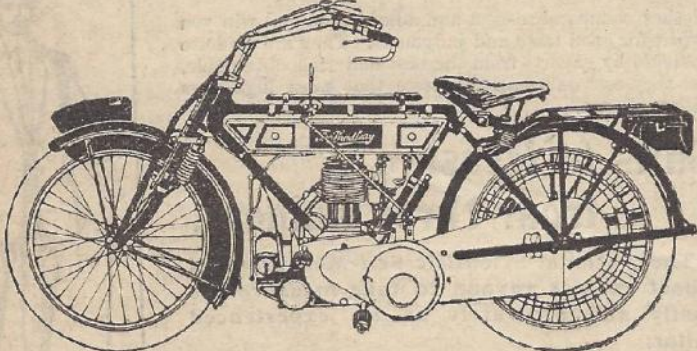
**Gauges** - Putting a resistor into the circuit is not satisfactory. This may give an acceptable reading at one end, but not at the other. The best way is to put an electronic voltage reducer into the wiring system to give between 6 and 7 volts to the fuel and temperature (if electronic) gauges. These reducers are available from Communica in Woodstock. There must also be places in Gauteng and Durban that can supply them. Ammeters read current not voltage so need not be interfered with, but if you change from positive earth to negative earth the connections to the ammeters must be reversed.

**Lastly, Batteries** - A characteristic of the lead-acid battery; 6, 12 or 24 volt is that it discharges internally at 1% per day and there is nothing that you or the illuminati can do about it. Disconnecting it when car has to stand for a few months will make no difference at all. What you can do is get one of those "Optimate" intelligent battery chargers from Dave Alexander.

**Conclusion** - Well, I've given you the facts of electrical life as I know them. You want to convert to 12 volts? My recommendation is: don't do it - unless you do a lot of driving and you can't go without CD players, iPods, USB pods, GPS, hands free cell phone kits etc.

**STOP PRESS:** I have just received the info that alternators are now available which are cleverly engineered to exactly resemble the Lucas C40, C42 and C45 range of dynamos, and the old Bosch generators for VW, Opel, M/Benz etc. They cost in the region of R6000 to R7000. Take your pick."

# THE BRADBURY MOTOR CYCLE.



<b>Bradbury</b>	3½ h.p., fitted with Free Engine Hub	£70 0
do.	fitted with Bradbury 2-Speed Gear, Belt Drive, Kick Starter	£72 10
do.	2-Speed Chain & Belt Drive combined	£77 10
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THE BRADBURY has all the qualities of a perfect MOTOR CYCLE,  
viz.: SPEED, POWER, RELIABILITY & COMFORT in Riding.

**NOTE THIS.**—The result of the great JOHANNESBURG-DURBAN ROAD RACE demonstrated the speed, reliability, and power of the Bradbury Motor Cycle. There were over 60 Competitors, and the Bradbury came home FIRST. Not a new Machine specially prepared for the purpose, but a Machine which had been ridden for over 20,000 miles, mostly with side-car and passenger. The roads were bad beyond description, but in spite of the severity of the test, the trusty Bradbury never faltered. It was a ride that will live in history, a truly splendid performance on a good machine.

**Be wise — get a BRADBURY.**

*Write for "M.C." Catalogue, to the AGENTS—*

## Perrins & Burke

### PORT ELIZABETH.

## On The Lighter Side

### My GPS

I have a little GPS, I've had it all my life  
It's better than the normal ones, My GPS is my wife.

It gives me full instructions, Especially how to drive  
"It's 60 kilometres an hour" it says, "You're doing 65".

It tells me when to stop and start, And when to use the brake  
And tells me that it's never ever, Safe to overtake.

It tells me when a light is red, And when it goes to green  
It seems to know instinctively, When to intervene.

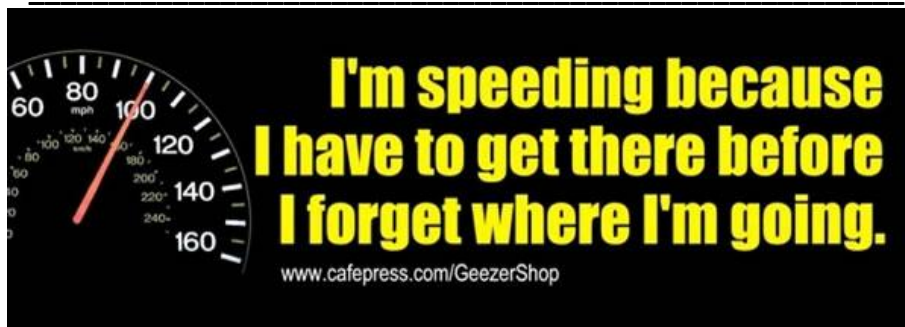
It lists the vehicles just in front, And all those to the rear  
And taking this into account, It specifies my gear.

I'm sure no other driver, Has so helpful a device,  
For when I leave and lock the car, It still gives me it's advice.

It fills me up with counselling, Each journey's pretty fraught  
So why don't I exchange it, And get a quieter sort?

Ah well you see, it cleans the house, Makes sure I'm properly fed,  
It washes all my shirts and things, And keeps me warm in bed!

Despite all these advantages, And my tendency to scoff,  
I do wish that once in a while, I could turn the damned thing off!!



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## WALKING ON THE GRASS

The room was full of pregnant women with their husbands.

The instructor said, "Ladies, remember that exercise is good for you. Walking is especially beneficial. It strengthens the pelvic muscles and will make delivery that much easier.

Just pace yourself, make plenty of stops and try to stay on a soft surface like grass or a path."

"Gentlemen, remember -- you're in this together. It wouldn't hurt you to go walking with her. In fact, that shared experience would be good for you both."

The room suddenly became very quiet as the men absorbed this information.

After a few moments a man, name unknown, at the back of the room, slowly raised his hand.

"Yes?" said the Instructor.

"I was just wondering if it would be all right if she carries a golf bag while we walk?"

Brings a tear to your eye, doesn't it?

---

## NEVER ARGUE WITH CHILDREN

A little girl was talking to her teacher about whales. The teacher said that it was physically impossible for a whale to swallow a human because even though it was a very large mammal, it's throat was very small.

The little girl stated that Jonah was swallowed by a whale. Irritated, the teacher re-iterated that a whale could not swallow a human; it was physically impossible.

The little girl said, "When I get to heaven, I'm going to ask Jonah."

The teacher asked, "What if Jonah went to hell?"

The little girl replied, "Then you ask him".

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Lead me not into  
temptation...  
Oh who am I kidding!  
**FOLLOW ME**  
I know a shortcut.



## The Flavour of the Moment

### CRISPY BACON GRILLED CHEESE ROLLUPS



If you get tired of bacon and eggs, why not try crispy bacon grilled cheese roll ups? They look cute and tasty.

#### Steps:

- Remove bread crusts
- Roll slices of bread flat with a rolling pin
- Place one slice of cheese, roll up bread & cheese.
- Wrap one slice of bacon around each roll securing with a toothpick.
- Place in a pan over medium-low heat.
- Add bits of butter and turn until all sides are browned and cheese is melted.